



## BRIEF HISTORY OF THE AIR MOBILITY COMMAND

A new era in air power history began on 1 June 1992 when the Military Airlift Command and the Strategic Air Command were inactivated and the Air Mobility Command (AMC) formed from elements of these two historic organizations. AMC melded a worldwide airlift system with a tanker force that had been freed from its strategic commitments by the collapse of the Soviet Union. While AMC does not possess all the Air Force's mobility aircraft, it is the lead command for airlift, aeromedical evacuation, and air refueling and provides operational guidance to other commands.

The skill of AMC's men and women has been successfully demonstrated in both peace and war. On four occasions from November 1997 through December 1998, air mobility aircrews deployed additional troops and equipment to Southwest Asia in response to threats from Iraq's dictator Saddam Hussein. In 1999, AMC's Airmen helped end Serbian repression in the province of Kosovo. During the 11 years following the 11 September 2001 terrorist attack on America, AMC completed 506,884 airlift sorties in support of Operations ENDURING FREEDOM and IRAQI FREEDOM, respectively the war against terrorism outside the continental United States and the campaign to disarm Iraq and liberate its people. By 11 September 2012, organic aircraft and contracted commercial aircraft operating in the AMC system had transported a total of 19,445,976 passengers and 7,051,103 short tons of cargo. Airlift operations on behalf of ENDURING FREEDOM and IRAQI FREEDOM constituted history's largest airlift in terms of total cargo transported. In addition, the command's KC-10 and KC-135 tankers performed 183,066 air refueling sorties, offloading 11,670,270,930 pounds of fuel to receiver aircraft in support of the Global War on Terror.

Air mobility aircrews have also supported a wide variety of peacekeeping missions and operational efforts in countries such as Bosnia, Somalia, Rwanda, and East Timor. Most recently, in March 2011, AMC aircrews and tankers participated in Operation ODYSSEY DAWN, the US portion of an international effort to implement a no-fly zone around Libya with the goal of preventing air attacks that threatened civilians. The command's aircrews have also responded to humanitarian needs in the former Soviet Union, Turkey, Honduras, and Afghanistan. In January of 2010, AMC came to the aid of the small island country of Haiti after an earthquake measuring 7.0 on the Richter scale caused massive destruction, killing over 112,000 and injuring more than 194,000.

Air Mobility Command has been able to achieve operational successes and implement national objectives quickly in part because of the responsiveness of its aircraft fleet even while it is in the midst of major change. The Air Mobility Command accepted its first C-17 Globemaster III, on 14 June 1993. The C-17 replaced the aging C-141 fleet, whose last aircraft was retired on 6 May 2006. The Globemaster III can deliver twice the cargo as a C-141 for the same operating cost. Meanwhile, AMC's largest airlifter, the C-5 Galaxy, is undergoing a Reliability Enhancement and Re-engining Program to make the aircraft more reliable. The first fully modernized Super Galaxy, designated the C-5M, was delivered into the AMC inventory in February 2009. A new tanker aircraft to replace the command's aging fleet of KC-135s is Air Mobility Command's "number one" acquisition priority. To this end, the Air Force announced the award of the tanker contract in February 2011 and projected the first fully equipped flight of a KC-46A in 2015. Additionally, at the end of 2011, 78 C-130Js had also been added to the Air Force active-duty inventory, and each "J" model will provide a 40 percent increase in performance capability over the C-130H.

For twenty years, on a daily basis, AMC's Airmen and civilians have "Answered the Call of Others...So They May Prevail."